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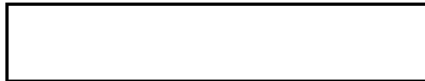
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PHOTOGRAPHIC INTELLIGENCE REPORT

VITAL RECORDS COPY

STATUS OF NORTH VIETNAMESE RAILROADS



DECLASS REVIEW by NIMA/DOD

REPORT NO. 23
CIA/PIR 75078

DATE JAN. 1967

GROUP 1
Excluded from automatic
downgrading and declassification

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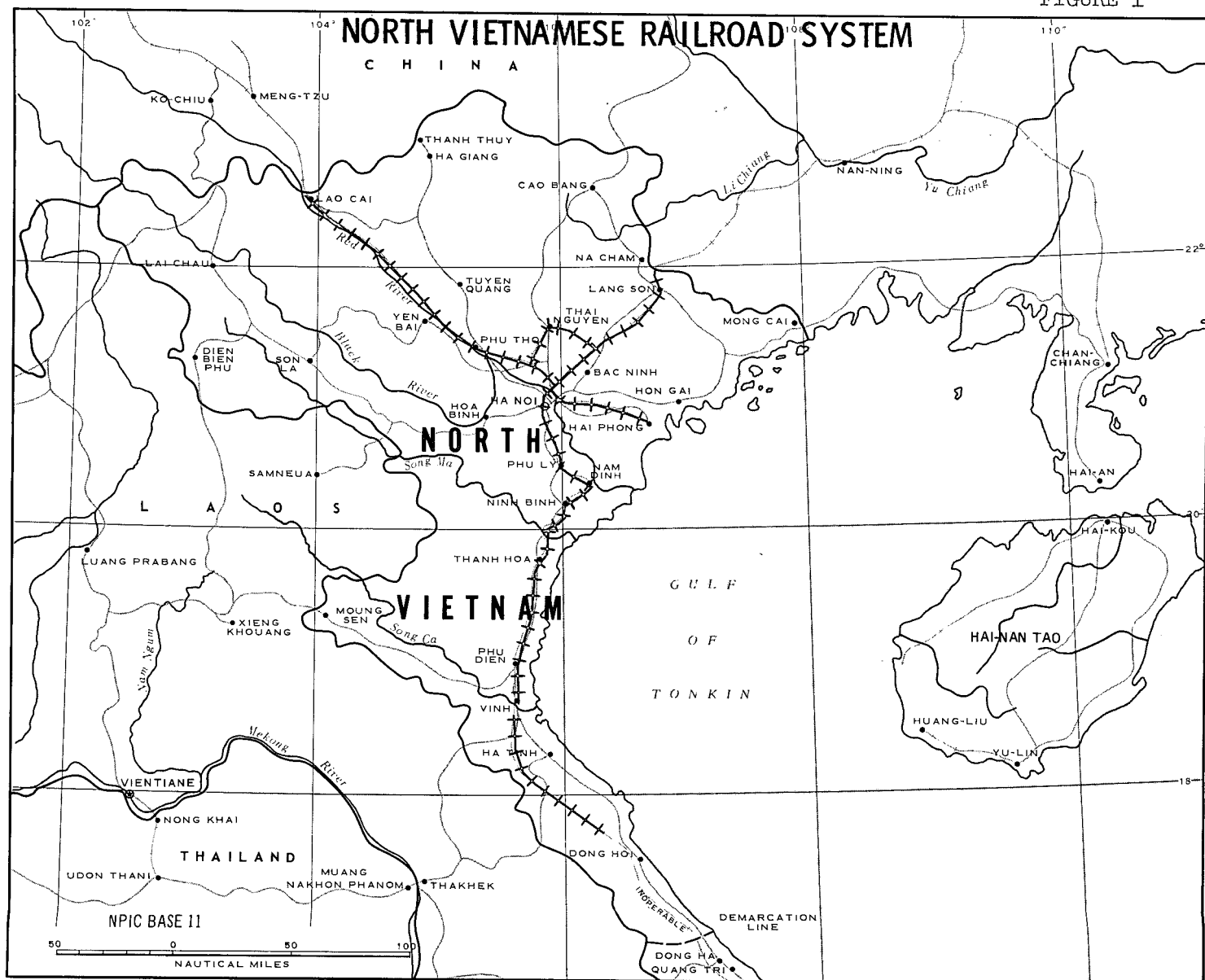
PREFACE

This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography (received by the CIA Imagery Analysis Division) during the period indicated on the cover. This report is intended to provide a comprehensive view of the railroad system and does not necessarily reflect the most recent status changes as reported by pilots' reports or field photo intelligence cables.

The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line, and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

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SUMMARY

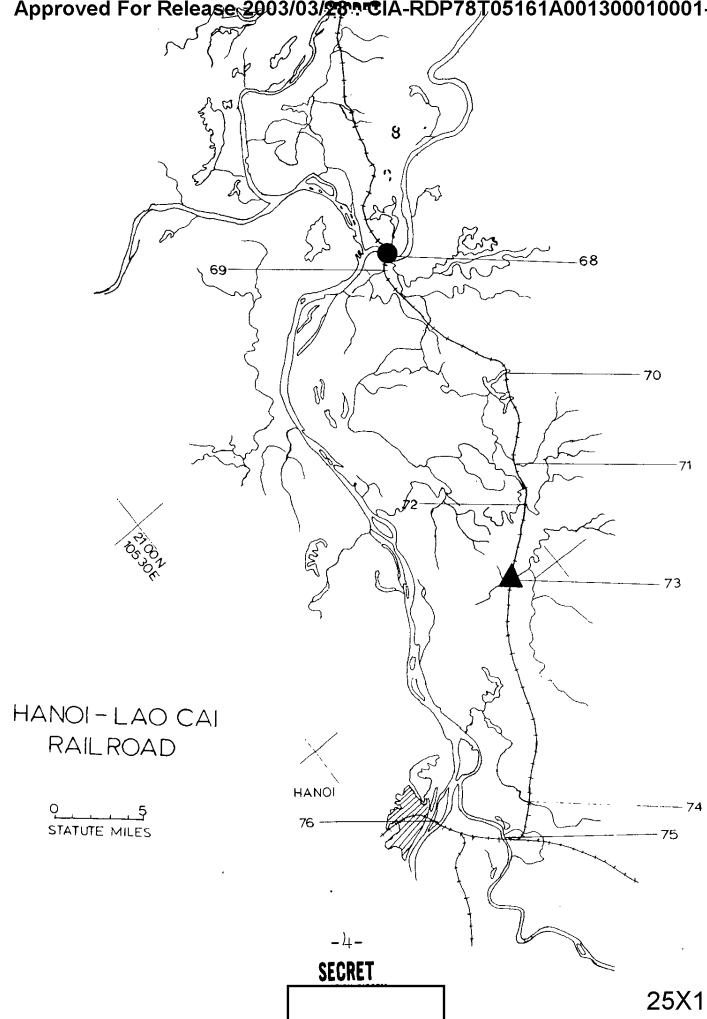
One bridge interdiction was observed on the Hanoi/Dong Hoi Rail Line. Those portions of the Hanoi/Lao Cai and Hanoi/Dong Dang Rail Lines covered by interpretable photography were open to through traffic. Probable standard gauge associated construction activity is underway in the vicinity of Yen Vien on the Hanoi/Dong Dang Rail Line.

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FIGURE 2

KEY

All maps within this report have been keyed to the following manner:

- Main bridge location - new construction.
- ★ Bypass bridge or bridge semi-circular.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ Bypass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- Line of rail line covered by available, interpretable photography.
- Lines of interest. Turn to the line number within the section for further information.

All intelligence developed within the reporting period is printed in red; older intelligence is printed in black.

Description of bridges numbered 1 through 76 can be found in CHAPTER 680, August 1965.

HANOI - LAO CAI
RAILROAD0 5
STATUTE MILES

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ITEM OF INTEREST NO. 1: Hanoi/Lao Cai Rail Line

NAME : Yen Bay Railroad Yard

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COORDINATES : 21 42N - 104 53E, VJ 880996

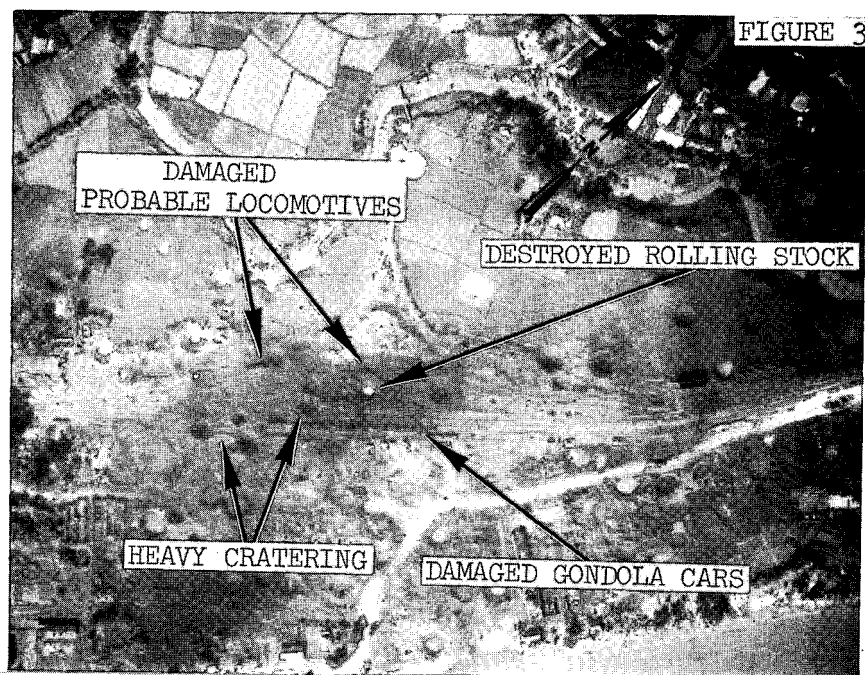
PHOTO REFERENCES

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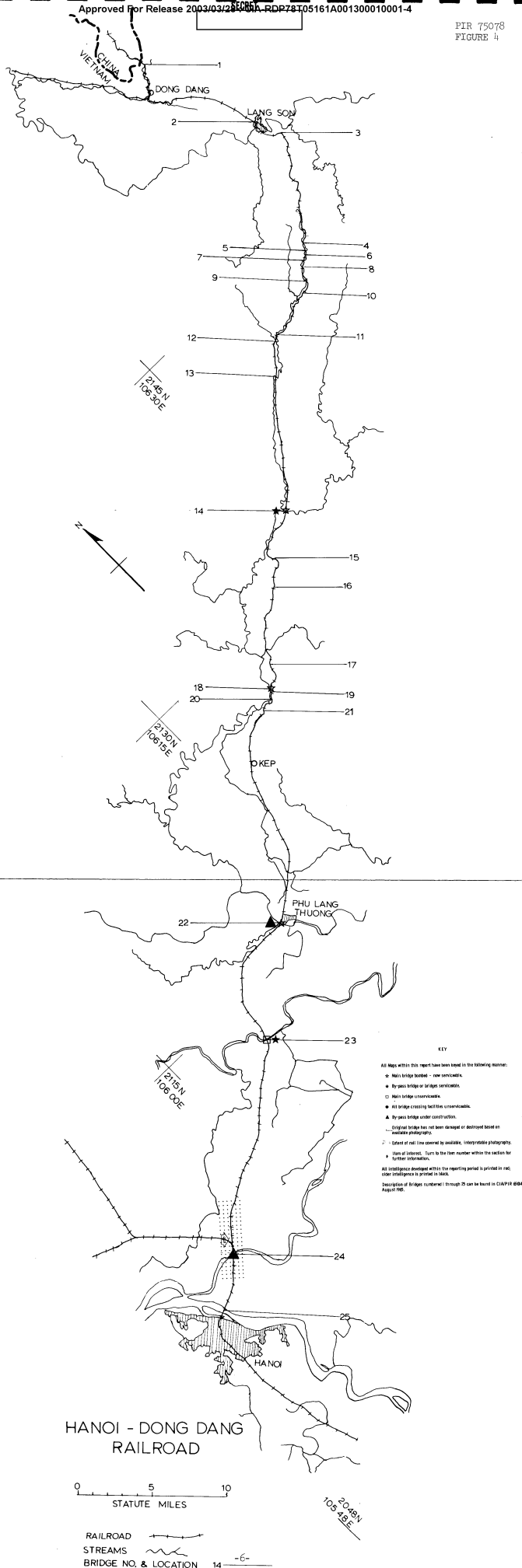
MAP REFERENCES : JOG (A) 1501, NF 48-10

The Yen Bay Railroad Yard [] has been heavily damaged subsequent to 7 November 1966 (Report No. 21). The previously reported damage has been repaired and the damaged and destroyed rolling stock has been removed. Current damage includes the cratering of a large portion of the yard and interrupted through service; however, the choke points are intact. Two probable locomotives and 2 gondola cars have been damaged, and at least 3 gondola cars have been destroyed. Seven gondola cars, 1 box car, and 1 probable flat car are undamaged.

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ITEM OF INTEREST NO. 1: Hanoi/Dong Dang Rail Line

NAME : Construction Activity

BE : NA

COORDINATES : 21 05N - 105 55E, WJ 959321

PHOTO REFERENCES

MAP REFERENCES : JOG (A) 1501, NF 48-11

DOCUMENTS : CIA Cable Cite CIA/IAD 9513, DTG P062213Z, January 1967

Additional railroad related construction activity in the Yen Vien area has been noted (see Report No. 22). At least 2 towed scrapers/pans with tractors are probably collecting fill in an area of previously unidentified construction activity. The fill is apparently being used in the construction of a new turning wye approximately 0.4 nm northeast of the Yen Vien Railroad Classification Yard [REDACTED]. A comparison of the radii of curvature of this turning wye (Figure 5) with that of an existing meter gauge turning wye at the northern end of the rail yard (Figure 6) is shown in the following table:

RADII OF CURVATURE

Minimum Allowable (meter gauge)	Existing Turning Wye	Turning Wye U/C	Minimum Allowable (standard gauge)
[REDACTED]	330' (approx.)	720' (approx.)	600'

The large radii of curvature of the turning wye under construction, in conjunction with the reduction of curvature on an adjacent by-pass roadbed and the presence of probable oversize ties in an adjacent probable railroad yard under construction (see Report No. 22) strongly indicates that dual gauge (i.e., meter and standard gauge) track will be extended from its present terminus at Kep (21 24N - 106 17E) toward Hanoi in the near future.

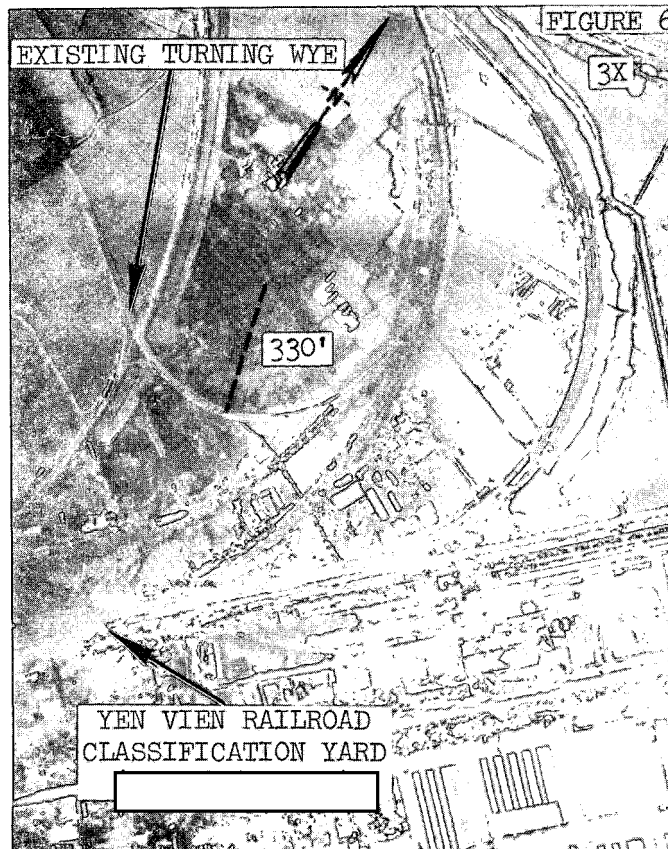
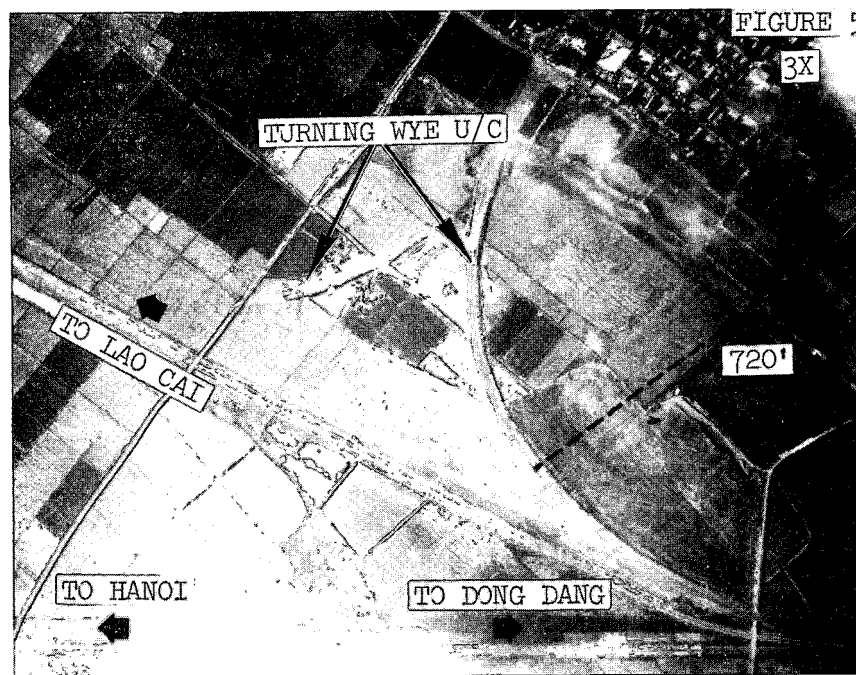
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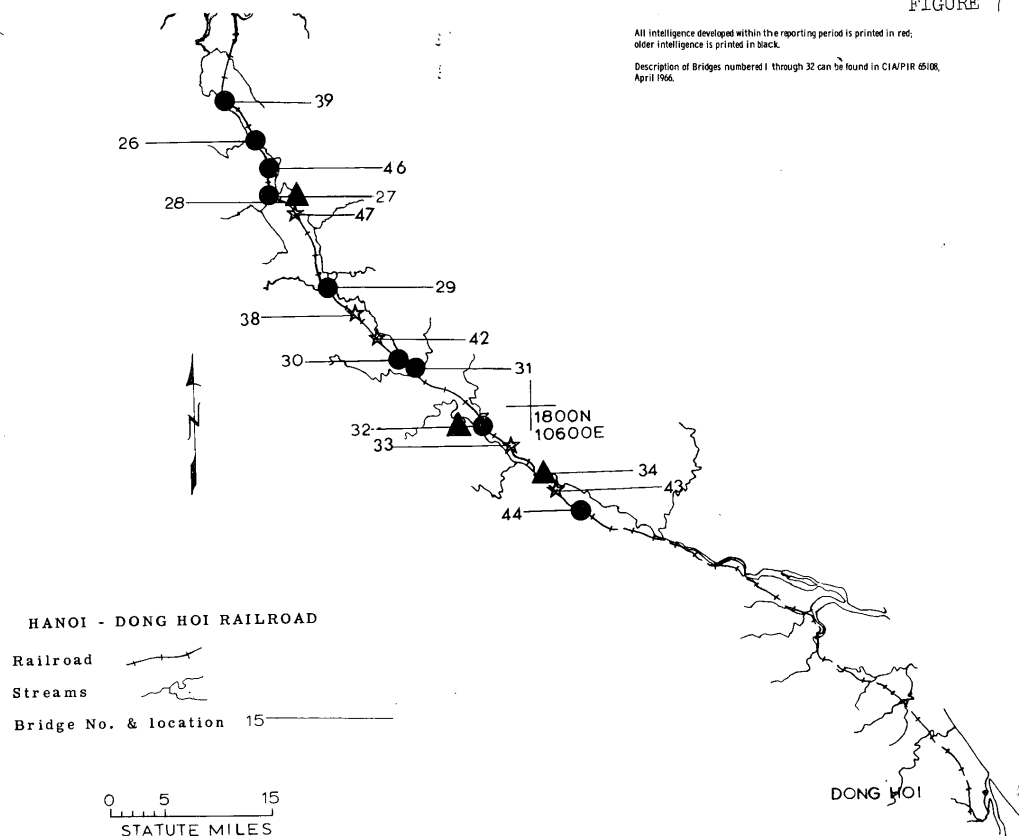
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FIGURE 7

All intelligence developed within the reporting period is printed in red;
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Description of Bridges numbered 1 through 32 can be found in CIA/PIR 65/08,
April 1966.

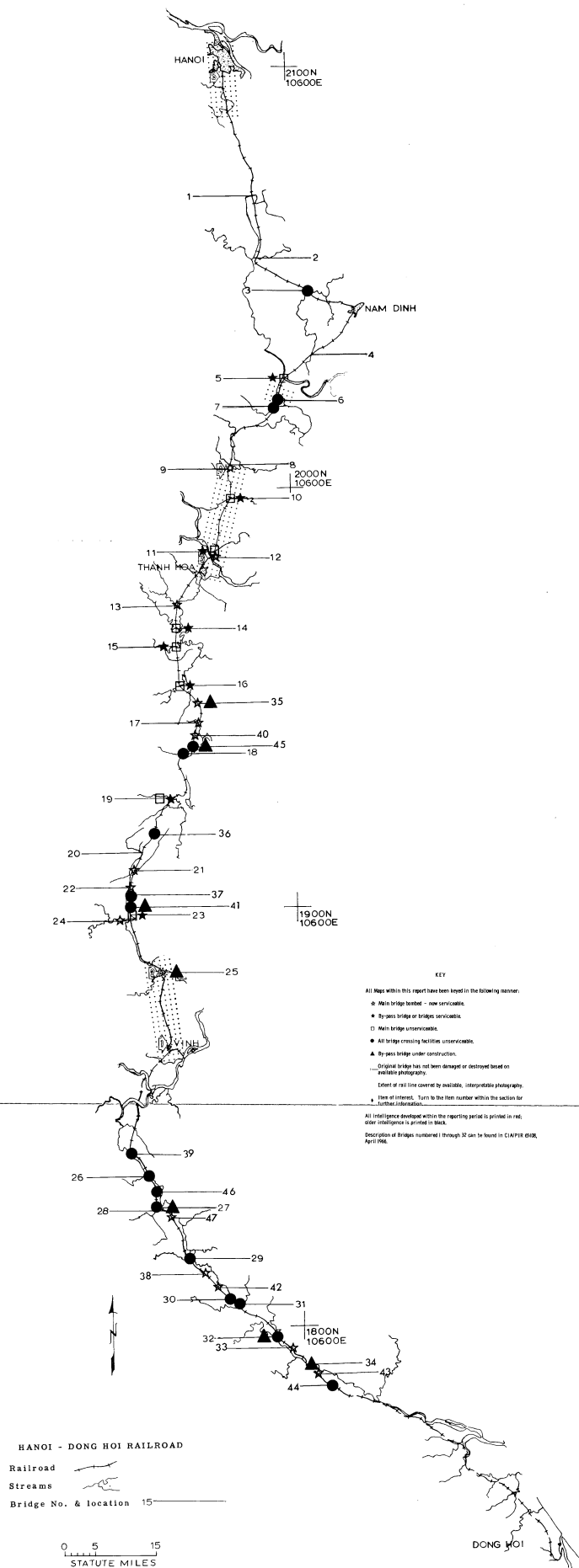


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FIGURE 7

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ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Rail Line

NAME : Track Dismantling

BE : NA

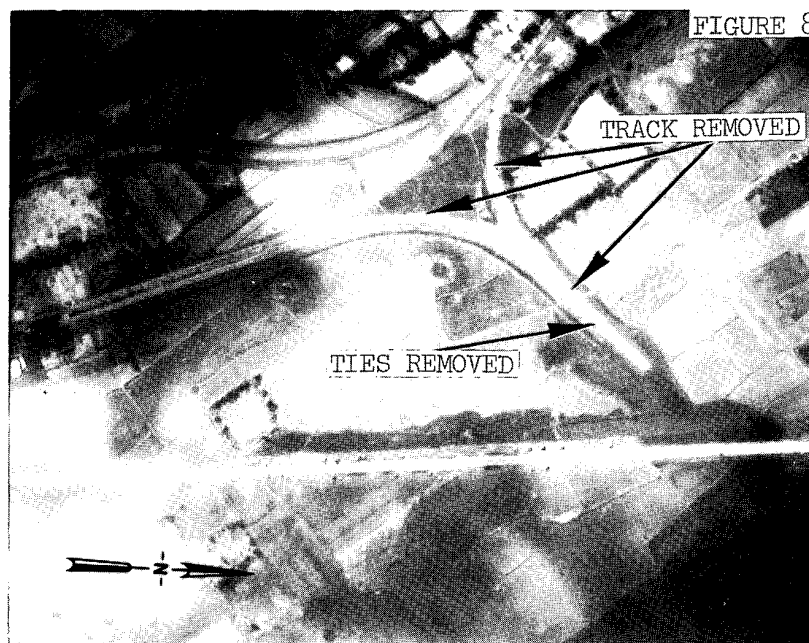
COORDINATES : 18 41N - 105 41E, WF 716665

PHOTO REFERENCES :

MAP REFERENCES : JOG (A) 1501, NE 48-7

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All of the rail and some of the ties have been removed from the turning wye 2 nm (approx.) north of Vinh. This observation may indicate that the North Vietnamese have cannibalized this turning wye.



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ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Rail Line

NAME : Tam Da RR. and Hwy. Bridge

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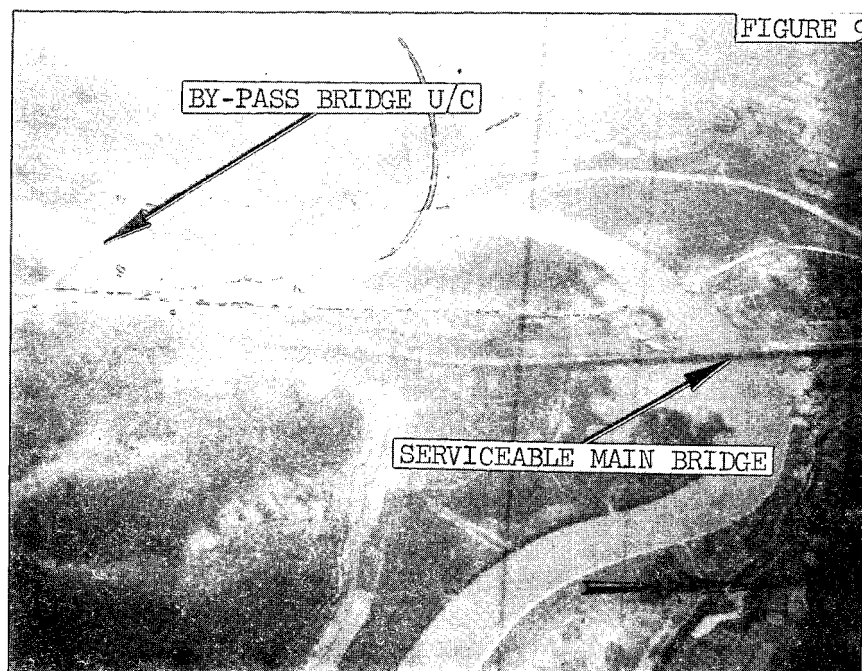
COORDINATES : 18 50N - 105 59E, WF 691839

PHOTO REFERENCES :

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MAP REFERENCES : JOG (A) 1501, NE 48-7

The multi-span, deck-beam Tam Da Railroad and Highway Bridge has been repaired and is serviceable to through traffic. Construction continues on a multi-span, probable wood deck-beam by-pass bridge approximately 3,100' south of the main bridge.



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ITEM OF INTEREST NO. 3: Hanoi/Dong Hoi Rail Line

NAME : Rolling Stock

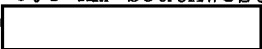
BE : NA

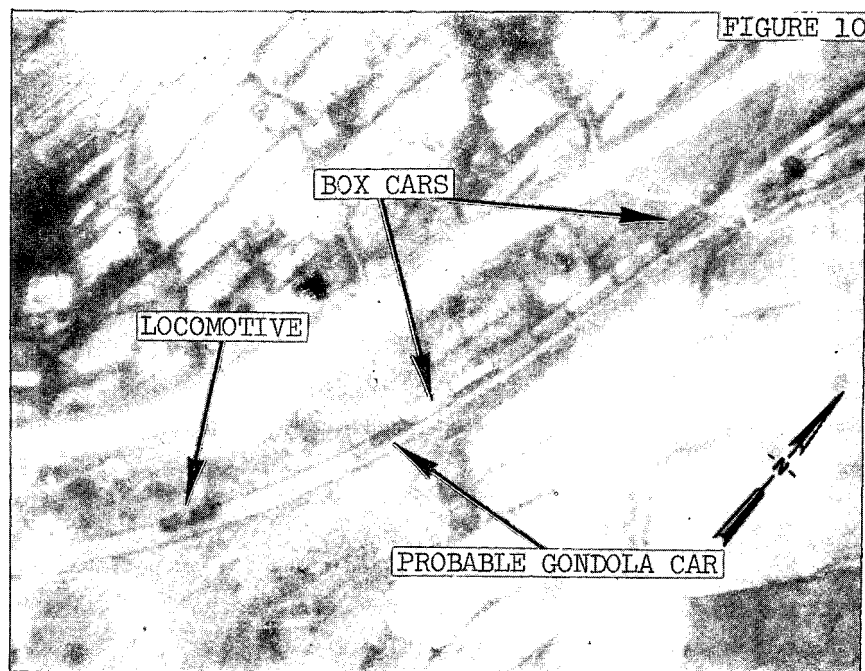
COORDINATES : 19 50N - 105 47E, WG 829931

PHOTO REFERENCES :  25X1

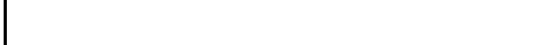
MAP REFERENCES : JOG (A) 1501, NE 48-3

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Seven box cars, 1 probable gondola car and 1 locomotive are noted on the Hanoi/Dong Hoi Rail Line 0.6 nm southwest of the serviceable Thanh Hoa Railroad and Highway Bridge  This indicates that this section of the rail line is serviceable and is presently being utilized.



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ITEM OF INTEREST NO. 4: Hanoi/Dong Hoi Rail Line

NAME : Yen Xa RR. and Hwy. Bridge

BE :

COORDINATES : 20 02N - 105 51E, WH 888665

PHOTO REFERENCES :

MAP REFERENCES : JOG (A) 1501, NF 48-15

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The unserviceable single span, half-through truss Yen Xa Railroad and Highway Bridge has been replaced by a deck-beam span. The replacement bridge is now serviceable to rail traffic only.



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ITEM OF INTEREST NO. 5: Hanoi/Dong Hoi Rail Line

NAME : Railroad By-pass Construction Activity

BE : NA

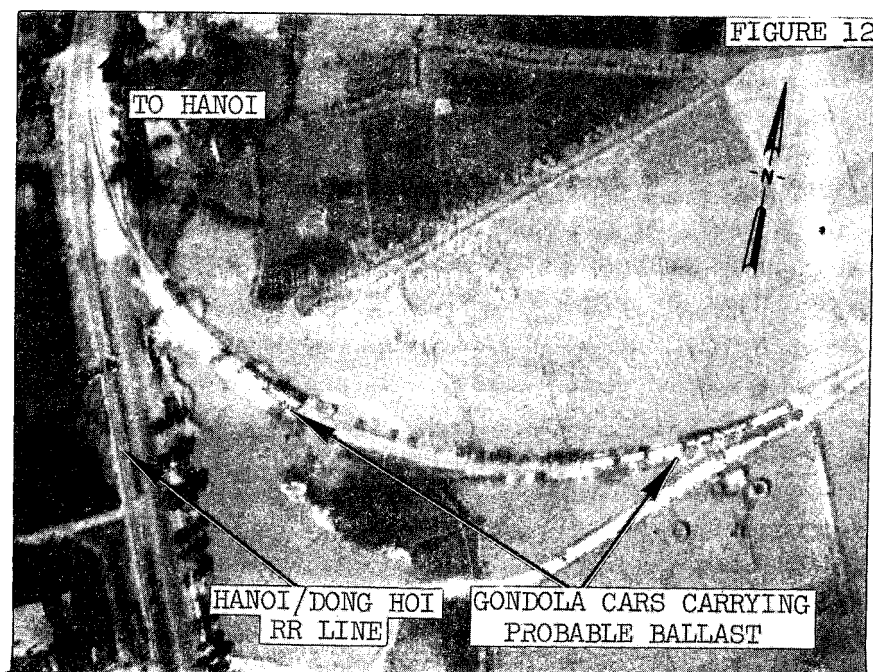
COORDINATES : 20 58N - 105 52E

PHOTO REFERENCES :

MAP REFERENCES : JOG (A) 1501, NF 48-15, Series L701, Sheet 6173-I

Two small deck-type bridges at UTM WJ 891190 and WJ 903194 on the southern segment of the railroad by-pass around Hanoi have been completed (Figures 13 and 14). These bridges were reported under construction in Report No. 19. Rail has been laid on the by-pass roadbed from its junction with the Hanoi/Dong Hoi Rail Line at UTM WJ 877189 (Figure 12) almost to the westernmost bridge (Figure 13), a distance of 0.7 nm (approx.). Ballast/ties and some completed track have been laid on the 0.9 nm segment between the 2 bridges.

Twelve gondola cars (including 3 not shown on the photo) loaded with probable ballast are observed on the newly completed segment (Figure 12) adjacent to its junction with the Hanoi/Dong Hoi Rail Line.



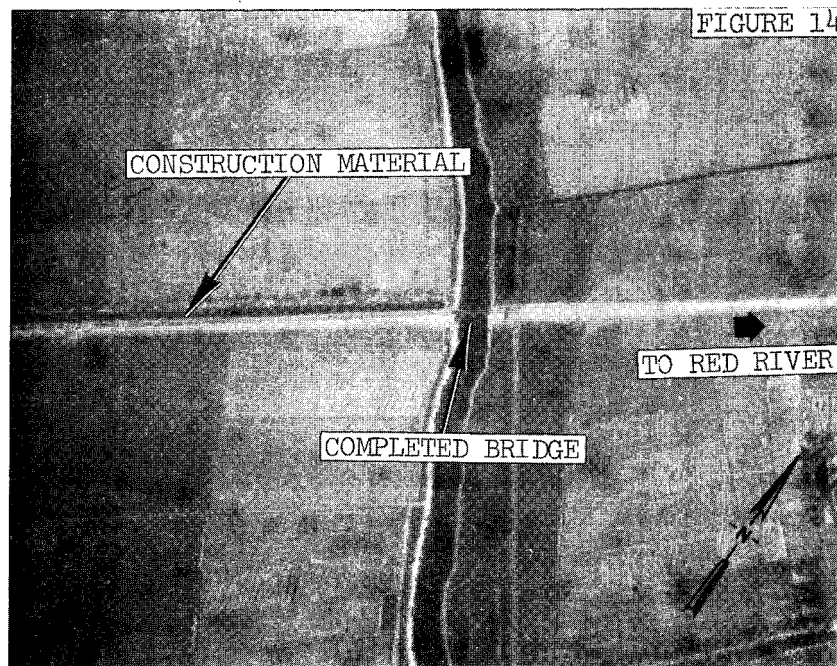
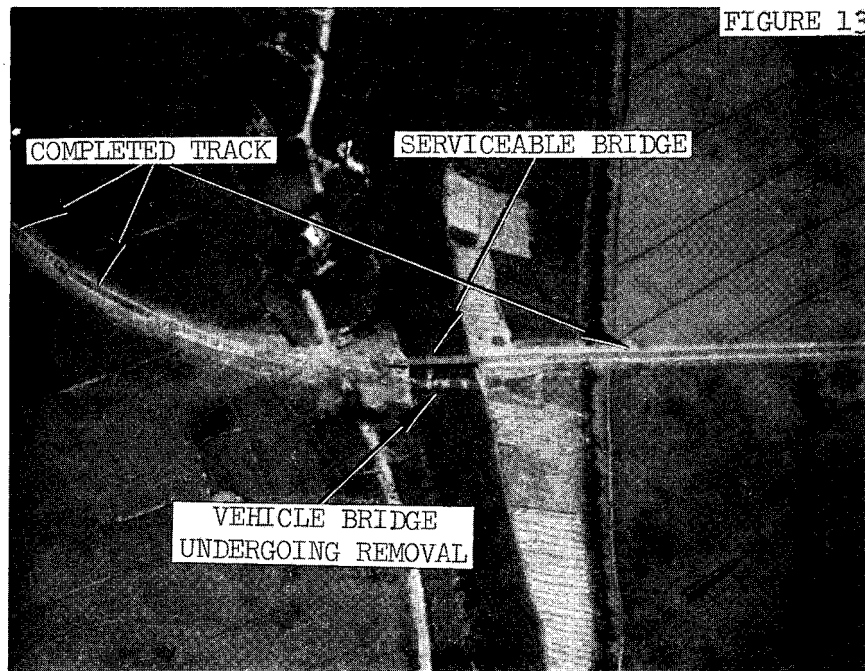
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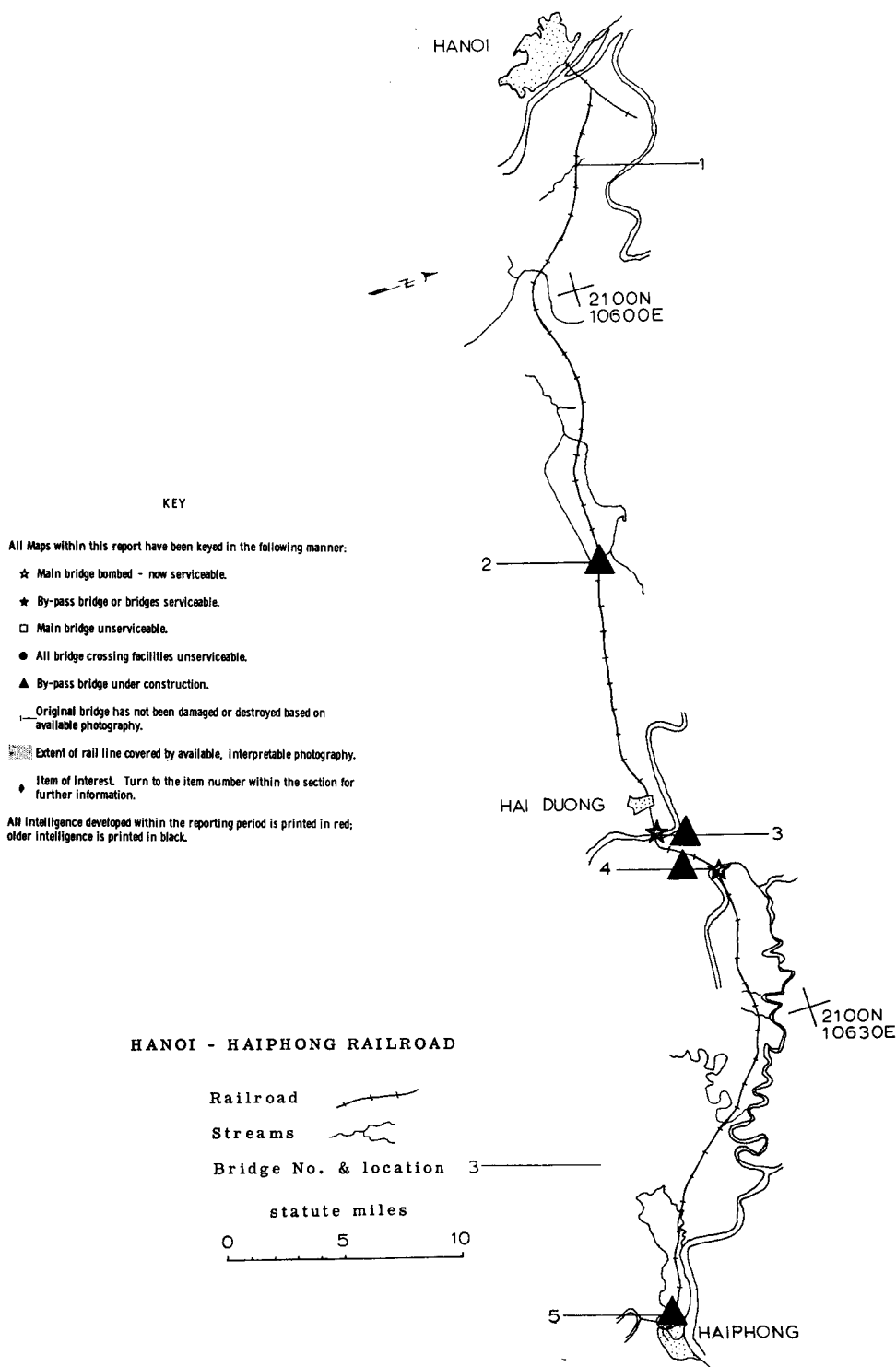
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FIGURE 15



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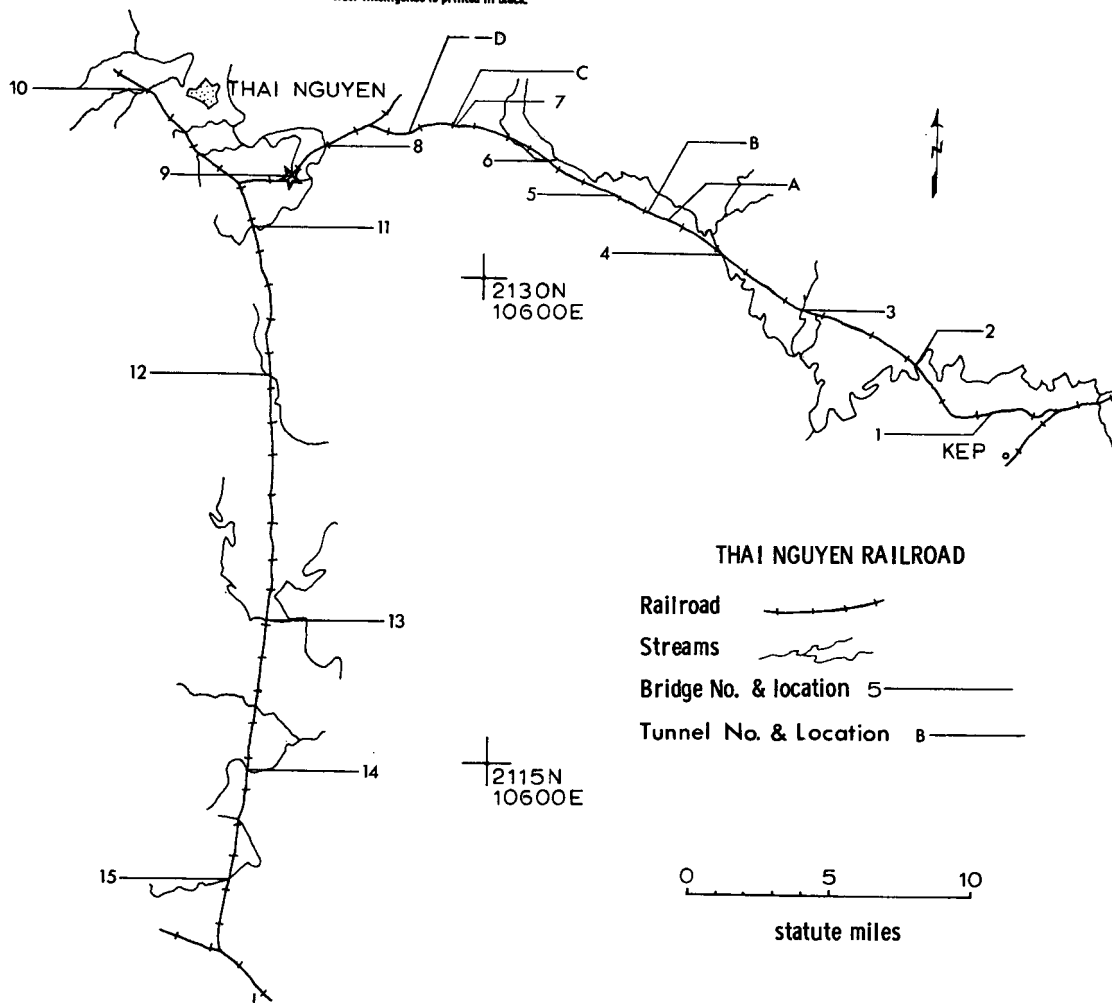
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FIGURE 16

KEY

All Maps within this report have been keyed in the following manner:

- ★ Main bridge bombed - now serviceable.
- ★ By-pass bridge or bridges serviceable.
- Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- ▲ By-pass bridge under construction.
- Original bridge has not been damaged or destroyed based on available photography.
- ▨ Extent of rail line covered by available, interpretable photography.
- Item of Interest. Turn to the item number within the section for further information.

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